

TURKEY.

the telegram from Constantinople, dated on 21st of October, reports as follows in detail of the despatches:—

Empress Eugénie before travelling received the news of the Turkish functionalities and gave the Emperor the League of Nations and the League of Nations and minor orders to a few others. It is stated the Sultan contemplated going to Suva for the purpose of the canal.

The Egyptian question is still unsettled, but it is confined to the domain of diplomacy and is not a matter of such general interest. It was stated that the Ali Pacha and the Bourgeois of the League of Nations should not be approached during the stay of the League in Constantinople. The Khedive holds out the prospect of the League of Nations to the League of Nations of Nubar Pacha. Count Kaserling, the German Minister, presented his credentials.

Antelope leaves to-day for the mouth of the
e, and will afterwards probably proceed to
for the arrival of the Emperor of Austria.
English Ambassador and staff returned to day

finite concession has been granted for flume-ways to connect the Sphorpus with the Danube and the main lines, and direct communications between Thrace and Macedonia and the port of Enos and Constantinople. The length of the concession is 2,000 kilometers, and the concessionaries are to form a company, a capital of \$5,000,000 francs, who will take to finish the whole network of railway in the Balkan activity. The concession is to be upon another and distinct company, with a capital of 150,000 francs, a guarantee being given to the company of 100 francs per kilometer. Throughout the whole ninety-nine years, the half the receipts are to go to the working of the railways, and the other half to the Concessionary Company for the first ten years; second guarantees 22,000 francs per kilometer; second ten years, 17,000 francs and remain-
 -fifty-nine years, 14,000 francs.

ugh this is a country of surprises and para-
we imagine that the news of the suspension
Levant Times and Shipping Gazette for "ca-
cuting" the Turkish government will have

It is also that their arrangement will scarcely be regarded by reading in the adjoining "Glossary" as a mere translation of the preceding text, but as a neutral change of using "unbecoming language" concerning questions touching the sovereignty of the Sultan, for we perceive that certain of the words used before the argument was made would not be sustained, and that the far more important tribunal of public opinion would be thereby turned in our favor. As to the specific charge laid upon a French *entree* published last week, which says that the Sultan had taken upon us by the *Turkey*, all we have to say is constituted as we were at our contemporary protesting that in speaking of ruined gateways and the like in the *entree* in the *Turkey*, we framed out of the Egyptian question, we intended an allusion to some "high dignitaries of the

be such, we venture to say that their character not likely to be rehabilitated by this vindictive proceeding. For our part, we should never dream of but for the Sumnerists

high personages, and we are heartily sorry, the credit of the Turkish government, that it is not possible to the Government of the Ottoman Empire, that a newspaper must not speak of us without running the risk of being charged with slanderous some excited "disgustful of the conduct of the Government of the Ottoman Empire, we about any bad phase of human character in a struggle a political question connected with our economic and political interests, and we are surprised to even the meanest subordinate of a despotic administration.

We are conscious that by any disloyalty we are conscious that towards the Sultan's government, our subscribers would have had good reason to be so, and we are sure that we will maintain through the cessation of our publication month; but we feel sure that they will not do so, and the regime to which we are subject, our

CELIM FORTS, MINISTRY OF FOREIGN AFFAIRS.

to it: on several occasions, has not ceased using most
 taining language on questions touching the sovereign
 of his Imperial-Majesty the Sultan:
 ing regard especially to the article published in its
 of September 30, 1880, commencing "*Vendredi*

—an article in which the Government was
dious and calumnious insinuations on certain high
of the empire;
ing regard to the regulations respecting the press pro-
March 12, 1898.

DECREES.

levant Times newspaper is suspended for one month
October 6, 1898.

Affairs in the Capital.
Levant Times, of October 5, publishes the following interesting items of Turkish and other

On Edmund Hochschild, of Vienna, who has spent a few days in this capital, visited the Jewish synagogue, in Telava, on Saturday, presented a sum of 2,500 francs for the poor relief of the city. The Baron leaves tomorrow by the Marseilles steamer.

Sultan has conferred upon Kiamli Pachá, lieutenant of the province of Bagdad, the marriage of the Khedive of Egypt, the grand a of the Order of the Usmanie, on receiving his highness has an audience of the Majesty of the Sultan, and has acknowledged for the mark of imperial favor.

The editor of the *Messenger*, Armenian newspaper, has announced that in a month's time he will publish an article satirizing his own nationality, has been

the nomination of Mgr. Mighriditch Keremian, Armenian Patriarchate has received the impatience, and his Eminence is expected to arrive via Trabzon, where he will embark on

Active Demand—Production of the Past Week and Season

anthracite coal, trade union leaders, says, "is a very active, dynamic industry. The demand for coal being considerably in excess of ability of shippers to immediately fill. The demand from New York and from the South is very pressing for coal for domestic uses. From the West to the East and from the South to the North demand, but the urgency is less pressing from the other points named. In the mining industry coal production is very active, and, stimulated by the prospect of an advancing market, no one will be slow to get out the largest possible amount of coal. The difficulty is that the measures proposed to prevent this are gradually disappearing under the increased demand for and higher

which, unfortunately, will be short. A trip or more, in the nature of things, is all that is left of the season. The Morris Canal will probably see its tonnage by the use of its own and the

are not likely to be in order in time for much business this season. The railroad companies are much distressed by the weather, and the poor are so disposing of their rolling stock as to facilitate the movement of the greatest amount of cargo. To this end the Reading Railroad Company prevent delay by the blocking up of cars at Philadelphia station, as soon as they become available. The standard gauge roads, however, are unable to furnish the greater number to Port Pond, where the demand for shipment is very great. The Lehigh Valley Railroad Company is compelled for the coming week to deny the use of cars to the coal companies, and is unable to meet the demand of its more legitimate trade. The coal operators of the region, now that the Plover Meadows and Hazleton mines are in ac-

last week has not been up to what was expected. The Reading Railroad, which claims a capacity of 140,000 tons per week, under vigorous operation, brought down last week of all kinds but

the year 1,644,026 tons against 1,154,937 tons for the corresponding date of last year. The carrying capacity of the fleet, Schuykilk Alsat captured 13,965 tons, an increase on its tonnage of the previous of 8,307 tons, and for the season 549,318 tons at 509,473 tons to same date in 1963—a decrease of 166 tons. The entire output of the fleet for the year was 1,644,026 tons, the leading carrying capacity is 320,821 tons against 307,826 tons previous week, an increase of 18,003 tons, and the year 11,693,221 tons, against 12,090,024 tons in 1963—a decrease of 406,803 tons. As far as the carrying capacity of the fleet is concerned, the tonnage of the fleet in the last year, when the mining regions and all the carrying companies were in active operation, the tonnage of last year instead of recovering on its previous loss, actually fell off 117,126 tons. This going backwards in the tonnage of the fleet is due to the fact that the

occur. The basis for wages has been so adjusted as to increase the pay to the miners between and six dollars per month for the month of October, and as the operators, in their turn, grumble

er increase this season. The ton on coal to station has been increased fifty cents per ton, the price of stove coal has been advanced fifty-five cents to one dollar per ton. Lump and descriptions of large coal are nearly steady in price.